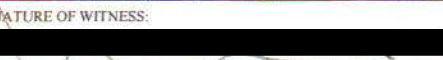
 DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION PERSONNEL STATEMENT		1. NAME OF REPORTING FACILITY: <i>HVN</i>	2. REPORT NUMBER: <i>69-11</i>
		3. AIRCRAFT IDENTIFICATION AND TYPE: <i>N13622 AC9016</i>	
4. LOCATION OF ACCIDENT/INCIDENT: <i>HVN</i>	5. DATE/TIME OF ACCIDENT/INCIDENT (UTC): <i>08/09/2013 1522Z</i>	6. EQUIPMENT ATTACHMENT: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	
7. NAME (OPERATING INITIALS): <i>Jan W. JURCZYSAK (JJ)</i>	8. TITLE: <i>Air Traffic Control Specialist</i>	9. POSITION AND TIME (UTC): <i>LC 1516Z 1000-1529</i> <i>JA</i>	
10. COMPLETE IN ACCORDANCE WITH FAA ORDER 8020.16, AIR TRAFFIC ORGANIZATION, AIRCRAFT ACCIDENT AND INCIDENT NOTIFICATION, INVESTIGATION, AND REPORTING, PARAGRAPH 91, FAA FORM 8020-26, PERSONNEL STATEMENTS. THE PURPOSE OF THIS STATEMENT IS TO PROVIDE ANY FACTS WITHIN YOUR PERSONAL KNOWLEDGE THAT WILL PROVIDE A COMPLETE UNDERSTANDING OF THE CIRCUMSTANCES SURROUNDING THIS ACCIDENT/ INCIDENT. SPECULATIONS, HEARSAY, OPINIONS, CONCLUSIONS, AND/OR OTHER EXTRANEEOUS DATA ARE NOT TO BE INCLUDED IN THIS STATEMENT. THIS STATEMENT MAY BE RELEASED TO THE PUBLIC THROUGH THE FREEDOM OF INFORMATION ACT OR LITIGATION ACTIVITIES INCLUDING PRETRIAL DISCOVERY, DEPOSITIONS, AND ACTUAL COURT TESTIMONY. THIS STATEMENT IS TO BE HAND PRINTED AND SIGNED BY YOU, AND YOUR SIGNATURE BELOW CERTIFIES THE ACCURACY OF THIS STATEMENT. IT WILL NEITHER BE EDITED NOR TYPED AND, ONCE SIGNED, WILL CONSTITUTE YOUR ORIGINAL STATEMENT.			
11. TEXT OF STATEMENT:		<input type="checkbox"/> ORIGINAL <input type="checkbox"/> SUPPLEMENTAL	
<p><i>N13622 checked in at 1516Z on ILS RWY 2 APRCH, A/c was instructed to report left downwind RWY 20. A/c reported on was observed on LD approximately 1-2 miles SE of HVN APT and was cleared to land. A/c was subsequently observed skimming the cloud bases on midfield downwind. Pilot was asked if he could maintain visual ^{contact} with the airport, pilot answered in the affirmative. Visual contact was then lost, A/c reappeared 2-3 seconds later nose down vertically striking the ground 1 mile north of RWY 20 APRCH. A/c was slowly rotating counter clockwise.</i></p>			
12. SIGNATURE OF WITNESS: 		13. DATE OF SIGNATURE: <i>8/09/2013</i>	

Murray Patrick

From: Wilson, Scott C (Scott) <[REDACTED]>
Sent: Saturday, August 10, 2013 6:29 PM
To: Murray Patrick
Cc: [REDACTED] Pankey, Daniel R (Dan)
Subject: N604BC Crew TEB-ALB 8/9/13

Good Afternoon Patrick,

This is a brief account of our departure out of Teterboro yesterday August 9, 2013.

We taxied out from Jet Aviation at approximately 1040EST. The active runway was RWY24 and the field conditions were VMC, light rain, ceiling 1000'(?), so nothing too bad. As we taxied out we could hear the controller giving N13622 taxi instructions from either Meridian or Signature which is on the west-side of the field. The female controller instructed N13622 to taxi to RWY24 via a certain route but he made a couple of wrong turns and held short of the wrong runway. The pilot was obviously confused and the controller sounded frustrated with him. My co-captain and I made the comment that he seemed a little anxious, nervous & stressed from his mistakes and could clearly tell from his radio communications. N13622 finally made it to the end of RWY24 and we were right behind him. We switched to the tower frequency and were number 2 for departure behind the Commander. I heard the pilot radio to the tower that he was ready for his IFR departure to New Haven, CT and a few minutes later he was airborne without any complications. Our 42 minute flight to Albany was IMC, moderate to heavy rain, negative icing and occasional light turbulence.

When we landed in Albany, I checked my phone and saw an article that a twin-engine airplane had crashed in New Haven. I put two and two together, did a little research and discovered that it was N13622 that crashed. From the pilots actions and communications with the tower, it made us feel like the pilot was not comfortable with something?

I wanted to let someone know of my account with the aircraft and maybe help lead to the cause of this mishap. Hope it helps and if you need anything else, please don't hesitate to call or email me.

Thanks for listening,

Scott Wilson
Ball Corporation
Captain N604BC

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MEMORANDUM FOR RECORD

Patrick M. Murray
Air Safety Investigator
Eastern Region Aviation

August 14, 2013

Subject: ERA13FA358 – N13622, 9 August, 2013.
Name: Mr. Richard Bailey, CFI

In an email to the eye witness report email to the NTSB, Mr. Johnson stated:

- **From:** eyewitnessreport
Sent: Wednesday, August 14, 2013 11:00 AM
To: Rowlett Sandy
Subject: FW: East Haven - Aero Commander incident - 8/9

FYI

Melba

From: Johnson, Garry]
Sent: Wednesday, August 14, 2013 8:24 AM
To: eyewitnessreport
Subject: East Haven - Aero Commander incident - 8/9

Last Friday morning, August 9th, I was traveling on I-95N in the vicinity of Exit 51, East Haven.

At approximately 11:20am I observed a high-wing, twin engine “commuter” aircraft rolling inverted, nose down and heading *straight down* towards the ground. I believe the aircraft was below 1000’ MSL. I observed this for only a split second – the aircraft was briefly visible between a low cloud deck and a hill approximately ½ mile to my SE. IMC conditions at the time – low clouds, light rain, visibility not much more than ¾ mile.

I reported to 911 – clock time on my wife’s phone was exactly 11:22am. Note: we gave the CT State Police our position as “near Exit 53” – but we had already traveled at 65mph for approximately 2 minutes from the point I had observed the aircraft in trouble.

I am a student pilot with approx. 70 hours logged. It appeared (to me) that the aircraft had stalled while making an approach to KHAVN airport.

If you need to reach me with further questions:

Mobile # [REDACTED]

Residence: [REDACTED]

Office: [REDACTED]

e-Mail: [REDACTED] (or my work e-mail address listed below)

Garry D. Johnson

EVP, Chief Technology Officer

BioClinica, Inc.

[REDACTED]

Newtown, PA 18940

[REDACTED]

[REDACTED]

END_____

STATE OF CONNECTICUT
DEPARTMENT OF PUBLIC SAFETY
DIVISION OF STATE POLICE

Case Number CFS-13-00500433Date 08/09/13Time Started 1610Time Ended 1630WITNESS STATEMENT OF ANASTASIO, PAUL

PAUL ANASTASIO, date of birth [REDACTED] 47,
of [REDACTED], town/city of EAST HAVEN,

make the following statement, without fear, threat, or promise. I have been advised that any statement(s) made herein which I do not believe to be true, and which statement is intended to mislead a public servant in the performance of his/her official function, is a crime under C.G.S. section 53a-157.

ON 08/09/13 AT APPROXIMATELY 1115 AM I WAS SITTING IN THE ALL SEASON PORCH TO THE REAR OF MY RESIDENCE WITH MY WIFE LOUISE. WE HAVE LARGE WINDOWS FACING SOUTH. WE HEAR AIRPLANE ALL THE TIME LANDING AT TWEED. THEY ARE ALWAYS TO THE WEST OVER THE TREES IN OUR BACKYARD. SUDDENLY I HEARD A LOUD ENGINE AND LOOKED SOUTH AND SAW A AIRPLANE AT CATHEDRAL HEIGHT GOING OVER THE ROOFTOPS. IT ALSO SOUNDED "CROOKED" LIKE IT WAS TILTING TO ITS LEFT. MY WIFE AND I GOT UP TO GET NOT HEARING TO NOISE AND WITHIN SECONDS HEARD WHAT SOUNDED LIKE A TRUCK TRAILER SPINNING. WE THOUGHT MYSELF THERE WAS A CAR CRASH OUT FRONT. WE LATER LEARNED THE AIRCRAFT HAD GONE DOWN, THEN I KNEW IT WAS THE PLANE I HAD SEEN.

By affixing my signature to this statement, I acknowledge that I have read it and/or have had it read to me and it is true to the best of my knowledge and belief.

Witness: _____ Signature: [REDACTED]

Witness: _____ Signature: _____

Personally appeared the signer of the foregoing statement and made oath before me to the truth of the matters contained therein.

If notarized, endorse here: [REDACTED] #4X

Murray Patrick

From: [REDACTED]
Sent: Monday, August 12, 2013 7:07 PM
To: Murray Patrick
Subject: East Haven, CT Plane Crash

On the morning of August 9th 2013 I was cleaning my uncles home at [REDACTED] East Haven,CT and was with my 6 year old daughter Gianna.....

Gianna asked me if she can go outside to play with my uncles 2 dogs .. I said yes and that mommy will be out in a couple of minutes .. I let Gianna and the 2 dogs out the front door of my uncles home..she was outside for about 2 minutes and that's when I came walking towards the door to go outside with her ..as I approached the door Gianna was facing me and this is when the plane was just flying over her head towards the front of the house and from behind her ..the planes are normally loud but this plane kept getting louder and louder and this is when Gianna put her arms and hands over her ears and head and kind of crouched down and looked straight up at the plane.. I stepped outside the door to make sure she was ok and seconds later heard a big bang..I immediately asked her if she seen the plane and she said it was white and put her arms out to the side on a slant and told and showed me that the wings were sideways and the plan was upside down. She also demonstrated the same way for my sister and cousin later in the day.

The planes usually come from the same direction on an angle towards my uncles house but when facing Gianna and watching her react she looked straight up which made me think it was a little off with its route without actually seeing the plane for myself.

The plane actually hit the house directly behind my uncles house maybe about 50 to 75 feet from his front yard...Once the plane hit... his street was covered with white smoke and then black smoke then a big ball of fire and we were unable to see for a couple of minutes.

Also, I think the plane hit at approximately 11:18 am (I checked my phone records and called my sister who lives near the crash site at 11:23 am to make sure she was ok and the plane had already hit minutes before)

I hope this helps in some way ..if there is anything else you need please let me know.

Thank you,
Andrea Antonino

STATE OF CONNECTICUT
DEPARTMENT OF PUBLIC SAFETY
DIVISION OF STATE POLICE

Case Number: CFS-13-00500433
Date: August 9, 2013 (Friday)
Time Started: 1547 hrs
Time Ended: 1630 hrs

WITNESS STATEMENT OF Brunelle, Stephen M. Jr

I Stephen Brunelle
of [REDACTED]

date of birth: [REDACTED]-1992
town/city of East Haven, Connecticut

make the following statement without fear, threat, or promise. I have been advised that any statement(s) made herein which I do not believe to be true, and which statement is intended to mislead a public servant in the performance of his/her official function, is a crime under C.G.S. section 53a-157.

On August 9, 2013 at 1115 hours, I (Stephen Brunelle Jr. who works as a police dispatcher for the town of Madison and I am also a volunteer fireman for the town of East Haven) was at my house watching TV when I heard a loud unusual sound coming from what sounded like an aircraft. My house is in the area of Tweed New Haven Airport and I hear aircraft landing regularly throughout the day. I live at 6 Hughes Street, East Haven, Connecticut, which is just one street next to Charter Oak Ave. The aircraft's engine that I heard was steady (not cutting in and out), high pitched and very loud like it was right next to me and then the engine noise stopped and shortly after, I heard a boom. I immediately ran down stairs and went out on my side deck, thinking to myself that it was a plane crash and looked around for smoke or fire. My father (Stephen Brunelle Sr.) was also outside with me looking, when we began to hear a women screaming from the street below ours. We then jumped into our personnel motor vehicles, my dad in his and I drove mine, and we went to Charter Oak Ave to see if we could help. As I pulled down Charter Oak Ave, I saw a group of people gathered around in the street, so I parked next to them and put on fire gear and began walking down the road to look for the plane crash. As I walked down the street, I heard a women yelling for her children and then began to see flames in between two houses. As I got closer to the house, I was met by a woman who was yelling to me that he children were inside the house, which was on fire in the area of the right rear side (C/D corner). I went in the house through the front door and immediately went to the second floor and began looking in all the rooms for the children by checking on and under the beds. After doing a quick search of the second floor, I went down stairs and began looking in the rooms down there and again was unable to find anyone. I next returned outside and was met by Battalion Chief Parlato who I gave a quick size-up of the scene too and what I had down concerning the search of the house. I then put on an air pack and began conducting firefighting duties. I was not injured during this incident. I had a helmet mounted camera on my fire helmet, which I switched on as I put on my gear when I first arrived and recorded my actions during this event. I gave my Helmet camera to Detective Sawyer from the Connecticut State Police Fire and Explosion Investigation Unit, who was able to down load the images from my camera.

By affixing my signature to this statement, I acknowledge that I have read it or have had it read to me and it is true to the best of my knowledge and belief.

Witness: [REDACTED]
Det. John M Sawyer #429

Signature: [REDACTED]

Witness: _____

Personally appeared the signer of the foregoing statement and made oath before me to the truth of the matters contained therein.

I notarized, endorse here: _____

DEPARTMENT OF PUBLIC SAFETY
DIVISION OF STATE POLICE

Date 08/09/13
Time Started 1614 hrs
Time Ended _____

WITNESS STATEMENT OF David Esposito

I, David Esposito, date of birth [REDACTED] 59,
[REDACTED] town/city of East Haven

make the following statement, without fear, threat, or promise. I have been advised that any statement(s) made herein which I do not believe to be true, and which statement is intended to mislead a public servant in the performance of his/her official function, is a crime under C.G.S. section 53a-157.

I was sitting in my livingroom and listening to music. The livingroom faces Gordon St. Between 1120-1130 I heard a plane come in. It sounded like a regular charter plane that I hear everyday. The second floor porch windows were open. They face Charter Oak Av. It sounded like a regular plane as it passed my house then all of a sudden the engines got really loud then a thud and a vibration then complete silence. I came outside and a woman across the street was yelling down the street asking what happened. Another woman down the street was screaming. She was near #64 Charter Oak. I thought there was a car crash and I ran down to the woman and she was screaming "my children my children!" I turned and saw a plane had hit a house. The plane was on fire but it was just the plane. The flames were only three feet high. The woman said her kids were upstairs. I ran up the stairs and went into a room with a crib in it. I tore the room apart looking for the kids. I even looked for them in the closet. There were no kids. I came downstairs and the woman was back in the house. She pointed to a door near the stairs. The room was destroyed. There was sheetrock and dry's all over the place. Two other men were inside by then helping look for the kids. We

By affixing my signature to this statement, I acknowledge that I have read it and/or have had it read to me and it is true to the best of my knowledge and belief.

Witness: _____ Signature: X [Signature]
Witness: _____ Signature: _____

Personally appeared the signer of the foregoing statement and made oath before me to the truth of the matters contained therein.

If notarized, endorse here: _____ #550

STATE OF CONNECTICUT
DEPARTMENT OF PUBLIC SAFETY
DIVISION OF STATE POLICECase Number 13530935

Date

STATEMENT OF David Esposito (Cont.)

couldn't make it very far into the room. We stopped and listened and couldn't hear any sounds of children. Then the wires connected to the house exploded and started arcing. The flames were getting more intense at this point. The plane was fully engulfed. A car in the driveway was burning. The house and the house next door were now burning. I told the other guys and women we had to get out. I didn't know if there was gas or oil that could ^{explode} ~~explode~~. We got the women out of the house and we were all just standing in the street waiting for the fire department to get there. The fire department arrived and they started moving us out to the other side of the street and roped the area off.

By affixing my signature to this statement, I acknowledge that I have read it and/or have had it read to me and it is true to the best of my knowledge and belief.

Witness: DJE Signature: [Redacted]

Witness: _____

Personally appeared the signer of the foregoing statement and made oath before me to the truth of the matters contained therein.

If notarized, endorse here: [Redacted]

STATE OF CONNECTICUT
DEPARTMENT OF PUBLIC SAFETY
DIVISION OF STATE POLICE

Case Number

Date 8/9/2013

Time Started 1530 hours

Time Ended 1553 hours

WITNESS STATEMENT OF Jennifer Nort

I, Jennifer Nort, tele [REDACTED], date of birth [REDACTED] 70,
of [REDACTED], town/city of [REDACTED] Branford, CT,

make the following statement, without fear, threat, or promise. I have been advised that any statement(s) made herein which I do not believe to be true, and which statement is intended to mislead a public servant in the performance of his/her official function, is a crime under C.G.S. section 53a-157.

On Friday, 8/9/13 sometime around 11:15 am, I was walking on Main Street in East Haven near Jennifer's Ice Cream Parlor when I saw a small plane flying real low approximately 1/2 mile away from where I was standing. The plane was flying in a southerly direction ~~eastward~~ heading toward Tweed Airport. The plane was white in color, and was a small jet. It probably seated 16 people. I have taken a plane like this before out of Tweed. The plane was going very slow when I first saw it. I did not hear the engines and it appeared to me that the engines were off because I should have and would have heard them. As I was watching this plane, all of a sudden the plane took a nose dive and went out of my view. I immediately heard a loud crash. I never saw any flames or smoke coming from the plane before it made a nose dive and crashed. From where I was, I could not see the crash site (scene). Although, I am no expert on plane crashes, I believe the

By affixing my signature to this statement, I acknowledge that I have read it and/or have had it read to me and it is true to the best of my knowledge and belief.

Witness: _____

Signature: [REDACTED]

Witness: _____

Signature: _____

Personally appeared the signer of the foregoing statement and made oath before me to the truth of the matters contained therein.


Notarized, endorse here: [REDACTED]

STATE OF CONNECTICUT
DEPARTMENT OF PUBLIC SAFETY
DIVISION OF STATE POLICE

Case Number _____

STATEMENT OF Jennifer Holt (Cont.)

plane's engine had shut off while in flight. It was so close to me, I would have heard the engines. After I saw the plane go down, I went into the auto mechanic shop near the ice cream parlor and told them what I just saw. I also contacted the East Haven Fire Dept. as well.

The plane was dead silent, no smoke or flames before it went down. End of Statement. 

By affixing my signature to this statement, I acknowledge that I have read it and/or have had it read to me and it is true to the best of my knowledge and belief.

Witness: _____ Signature: 

Witness: _____

Personally appeared the signer of the foregoing statement and made oath before me to the truth of the matters contained therein.

If notarized, endorse here: 